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Sfgo Program Overview

San Francisco Integrated Transportation Management System

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GLED STREET NETWORK

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g for the best way to get to your destination?

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- nize delays for all modes of transportation
- nd in real-time to traffic incidents
- ess re-occurring and special event traffic
- ate travelers about ways to help reduce congestion
- ey real-time, accurate, and meaningful traveler information

n Francisco Municipal Railway (Muni), The San Francisco Transportation Authority, Metropolitan Transportation ssion, Caltrans, TravInfo®, the California Highway Patrol Federal Highway Administration are on board and working

WHO BENEFITS

Implementing *Sfgo* will offer a number of benefits for the traveling public.

Transit Riders will benefit from DPT and Muni working together in seeking solutions for an easier ride.

Carpoolers will have access to real-time information and will be able to link to regional information allowing for better decision-making at key points in their travels.

Bicyclists will have the use of calmer, safer roads. Informed drivers are more patient and sensitive to sharing the road with other travelers.

Pedestrians will also benefit from calmer, safer roads. It will also be possible to adjust signal timing during special events to enhance pedestrian movement.

Motorists will have access to real-time information and traffic signals will respond to actual traffic volumes and road conditions.

The Environment—reduced travel time for vehicles means less fuel consumption and less vehicle emissions helping to improve the environment.

***Sfgo* helps everyone!**

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SFgo Program Overview

San Francisco Integrated Transportation Management System

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TANGLED STREET NETWORK

Wondering why you're stuck in traffic?
Looking for the best way to get to your destination?

It can be tough and often frustrating to get around San Francisco, whether you're going for a walk, bike ride, drive, or catching a bus. The good news is that a new City program is well underway to make your travels in and around the City a lot easier.

SFgo is the City's new Integrated Transportation Management System led by the Department of Parking and Traffic (DPT). Phases of the project will be implemented over the next several years to make our streets more effective and safer through the use of proven technologies and strategies. Travelers can expect signals that respond to the actual volume of traffic on a roadway, faster response by City personnel clearing an incident, real-time information on travel conditions and improved coordination between all modes of transportation. The program complements San Francisco's Transit First Policy by helping to preserve and enhance the City's alternate modes of transportation.

GO PARTNERSHIPS

SFgo is all about cooperation and partnership. For that reason DPT has pulled together a team of agencies that will contribute to and benefit from the effort. Representatives from these agencies form the program's Technical Advisory Committee and their role is to help develop the program and ensure that coordination between the agencies occurs smoothly. Working as a team, their objectives for SFgo are to:

- Minimize delays for all modes of transportation
- Respond in real-time to traffic incidents
- Address re-occurring and special event traffic
- Educate travelers about ways to help reduce congestion
- Convey real-time, accurate, and meaningful traveler information

The San Francisco Municipal Railway (Muni), The San Francisco County Transportation Authority, Metropolitan Transportation Commission, Caltrans, TravInfo®, the California Highway Patrol and the Federal Highway Administration are on board and working cooperatively.

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The Environment—reduced travel time for vehicles means less fuel consumption and less vehicle emissions helping to improve the environment.

SFgo helps everyone!

TACKLING TRAFFIC AROUND THE CITY

Most signals in the City are fifty to sixty years old and the majority of these signals are coordinated using underground cables that are old and deteriorating. This system doesn't respond to actual traffic volumes or roadway conditions. The first step of SFgo will be upgrading the infrastructure. Then we will add Intelligent Transportation System (ITS) technologies to enhance the signal system.

SFgo will be implemented in phases and each phase will focus on a specific area of the City. Over the next several years, you can expect SFgo to address transportation issues in the following areas:

1. South of Market (SOMA)

SOMA is home to a large, expanding commercial district, a major convention center, numerous cultural and recreation attractions and is a popular area for large special events, such as baseball games at Pacific Bell Park. Combined, all these activities lead to extremely high congestion within the area, especially during rush hour. ITS tools such as traffic cameras and message signs are being added to help travelers stay informed of delays and alternate routes as well as minimize congestion for all roadway users. This phase of SFgo will be functional by Spring 2003. Approximately $6 million has been secured for this initial phase implementation.

2. Oak and Fell Streets

The City is upgrading traffic signals and controllers along Oak and Fell Streets. This provides an excellent opportunity to install advanced traffic signal controllers and improve the infrastructure along this corridor to allow for integration with the Transportation Management Center. DPT has just secured an additional $1.2 million to install vehicle detection, cameras, and dynamic message signs along this corridor beginning in 2003.

3. Central Freeway

Demolition of the remaining portion of the Central Freeway and construction of Octavia Boulevard will intensify traffic in the area. Use of ITS tools will help guide traffic through the area during this challenging time and improve travel conditions between Downtown and the Sunset and Richmond areas. DPT will upgrade traffic signals and infrastructure in the surrounding area by Spring 2003.

4. 3rd Street Light Rail Project

Muni's 3rd Street Light Rail Project will expand and improve the City's transit service to the Bayview and Hunter Point areas. The traffic signals and interconnect system will also be upgraded as part of the light rail construction. An additional $900,000 has been secured by DPT for SFgo to install vehicle detection, cameras, and dynamic message signs along the corridor in 2003-2004. Integration between DPT and Muni will enhance the operations of both agencies by providing for transit signal priority and monitoring of roadway conditions. Roadway users will benefit from real-time travel information.

5. Doyle Drive

Doyle Drive is the primary link from San Francisco to the Golden Gate Bridge, Marin County, and other North Bay communities. Caltrans and the San Francisco County Transportation Authority are developing a Traffic Management Plan to address the existing design of the roadway and the high levels of congestion. As part of the project, Caltrans has provided DPT with $400,000 to implement a Motorist Information System and to integrate fully with the Caltrans/CHP Transportation Management Center in Oakland. Integration will greatly assist cooperation between Caltrans and San Francisco and enhance the capabilities of both systems. Roadway users will benefit from real-time traveler information.

6. 19th Avenue/Park Presidio/Lombard

The City & County of San Francisco has partnered with Caltrans to upgrade traffic signals and infrastructure along 19th Avenue, Park Presidio Boulevard, and Lombard Street. This plan will include additional ITS tools to monitor the roadway and minimize congestion for all users. This project is scheduled for construction in 2003-2004.

7. Bush Street

Traffic signals along Bush Street, from Presidio Avenue to Kearny Street, will undergo a full upgrade by 2003. This means new advanced traffic signal controllers and the needed technology to allow for integration with the Transportation Management Center.

8. Ocean Avenue

Existing traffic signals along Ocean Avenue from Junipero Serra Boulevard to San Jose Avenue will be upgraded and three new signals will be installed by Spring 2003. Advanced traffic signal controllers will be used along with a new interconnect.

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INTELLIGENT TRANSPORTATION SYSTEMS GO IN OTHER U.S. CITIES

San Francisco is not the first city to implement a transportation management system utilizing Intelligent Transportation System (ITS) technologies. Throughout the country, cities are being improved by ITS technology. These are some examples.

Seattle, Washington

The Smart Trek system in Seattle integrated the transportation infrastructure and communications systems to provide real-time traveler information. Transit information is available over the Internet and at major transit centers. The system also monitors roadway conditions, coordinates traffic signals and manages incident response. Dynamic message signs alert drivers of traffic delays and congested roadway segments.

San Jose, California

The Silicon Valley ITS Program was established by a partnership of local, regional and state agencies to address the growing congestion problems in the area. With six cities, the county and Caltrans all managing segments of the busy I-880 corridor, it was difficult and often impossible for traffic congestion to be addressed in a cohesive manner.

As a result of the program, all agencies are now aware of real-time roadway conditions and respond accordingly. A shared network of cameras, signs and communication infrastructure provides traffic managers with a regional resource to meet the public's demand for better service.

Phoenix, Arizona

In Arizona, AZTech monitors and responds to traffic delays year-round to reduce travel times. The project is a cooperative effort between the State Department of Transportation, the Metropolitan Planning Organization and cities in the greater Phoenix area. Vehicle detection along all major roadways provides transportation management centers with real-time information on roadway conditions. That information is shared with drivers through the use of dynamic message signs. Travelers can also receive personalized traffic information via e-mail and wireless devices notifying them of conditions in advance of starting their trip.

WHERE DOES ALL THE INFORMATION GO?

The Transportation Management Center (TMC) is the central site for collecting and sharing data received from traffic cameras and vehicle detection devices throughout the City. Because of the center's importance, the City has been moving quickly to establish the center and provide the necessary infrastructure to support the new system. The TMC is expected to be fully operational in Summer 2003.

ltrans/CHP TMC in Oakland

The center is located at 25 Van Ness Avenue. Construction of the office space is complete and the TMC layout is currently being designed. A detailed, flexible design will allow optimal use of the state-of-the-art equipment. In addition to the TMC, satellite workstations at Pacific Bell Ballpark and the Office of Emergency Services are also planned.

GOING FOR REAL-TIME

In developing *Sfgo*, we will reach into our Intelligent Transportation System (ITS) toolbox. These "high tech tools" enhance City staff's capabilities to identify, analyze and respond effectively to problems in the transportation network.

The Transportation Management Center (TMC) is the central location for gathering and sharing data. Skilled operators monitor real-time data and video, and have communication tools necessary to organize appropriate staff or implementing strategies.

Traffic Cameras are used to monitor roadway conditions, verify incidents and confirm changes made from the TMC.

Vehicle detection is used to detect the presence of vehicles waiting for a traffic signal or count the number of vehicles on a roadway. It enables the signal system to respond to traffic demands and provides operators with traffic speed and volume data to enhance decision-making.

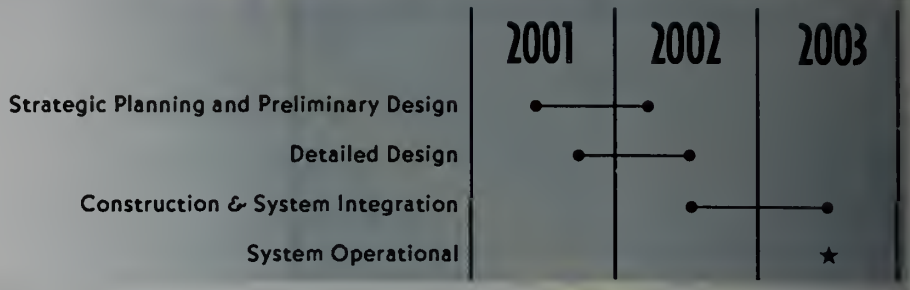
Dynamic Message Signs (DMS) are the primary tool for communicating to travelers. Installed in advance of key traveler decision points, messages can alert travelers of a detour, parking availability, or traffic delays.

Advanced Traffic Signal Controllers will enable operators to remotely change signal timing in response to real-time traffic conditions.

GOING FORWARD:

Sfgo will implement projects throughout the City and County of San Francisco over the next twenty years. The Initial Phase implementation is scheduled to be completed in Summer 2003 as shown on the adjacent schedule.

Sfgo Initial Phase Schedule



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SFgo CONNECTIONS

Vol. 1, No. 1 Summer 2002

FRANCISCO INTEGRATED TRANSPORTATION MANAGEMENT SYSTEM

·ATING A STRATEGIC PLAN FOR SF*go*

ty and County of San Francisco's Department of Parking and Traffic (DPT) is heading SF*go* Program to implement Intelligent Transportation Systems (ITS) technologies. improving existing roadways for you without constructing new or wider roads. ITS ty departments and local and regional transportation and public safety agencies the effectiveness of the roadway network and emergency response. SF*go* will install nced traffic signal system, traffic cameras and vehicle detection systems to monitor pond to changes in roadway conditions in real-time. Changeable message signs and a n Web site will keep the public informed of these conditions. In addition to ng traffic flow, enhancing safety and lowering vehicle emissions, SF*go* aims to calm nd make city streets a friendlier place for pedestrians, bicyclists and transit.

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DPT has already secured funding for the Initial Phase of SF*go*. DPT is currently working with transportation (e.g. SF County Transportation Agency, SF Municipal Railway) and public safety agencies (e.g. Office of Emergency Services), local businesses and the community to develop the SF*go* Strategic Plan. The plan outlines the City's transportation and technology needs and is designed to be a blueprint for the implementation, funding and management of SF*go* over the next 30 years.

SF*go* Vision

- **Enhancing transportation mobility, safety and efficiency in a multi-modal city**
- **Promoting economic prosperity and livability for San Francisco's diverse and vibrant community**
- **Integrating all transportation management and public safety systems**
- **Evaluating and making full use of advanced technologies**

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ssential Parts of the Strategic Plan

ategic Plan for SF*go* is designed to help advance the Transportation Element of the Master Plan and the "Transit First" Policy. The Plan establishes guiding principles and onal strategies to help San Francisco's various stakeholders achieve their vision for a l efficient surface transportation system. It is also important to follow the US ment of Transportation's ITS standards. Following these standards ensures that s in San Francisco and surrounding areas are able to communicate and share ation consistently and reliably. Input gathered from a broad cross-section of technical in various fields such as traffic engineers, communication and public safety sts, as well as planners, helped to design the best Plan possible.

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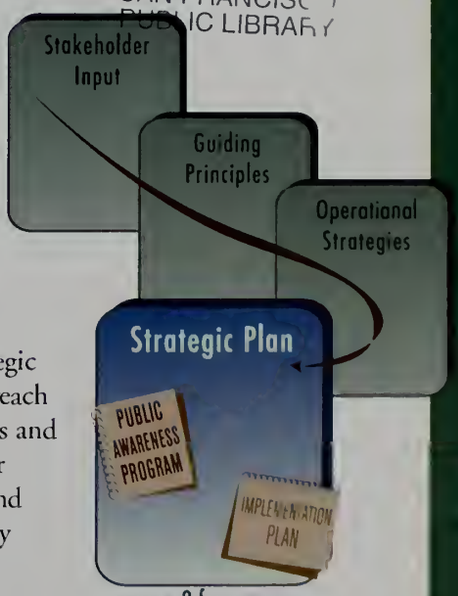

see page 2 for a more detailed description

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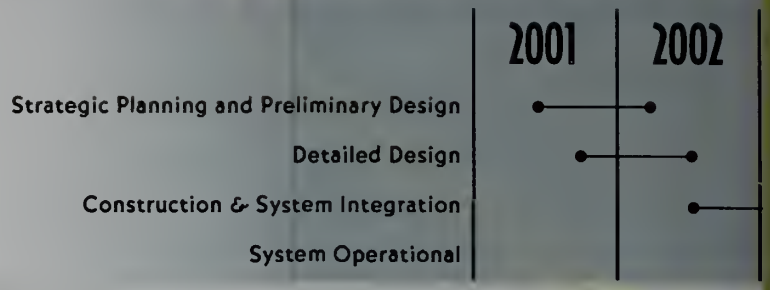

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"SFgo will surely have a tremendous impact on how smoothly people move around San Francisco, **" stated Anita Hill, Executive Director of Yerba Buena Alliance.** ***"by allowing for quick response to changing roadway conditions, the program can make getting around the City on wheels or foot so much easier."***

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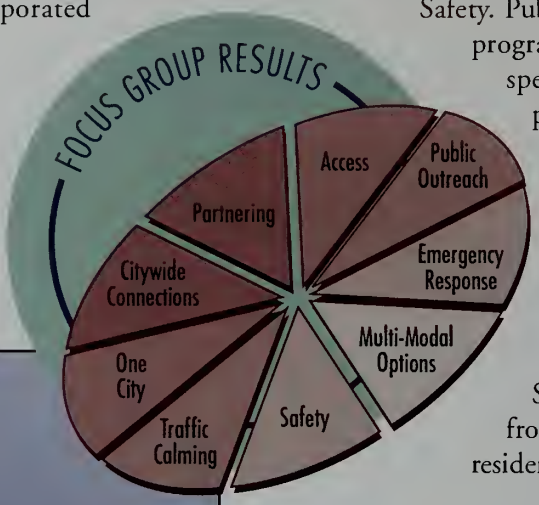
see page 2 for a more detailed description

Extensive community outreach is critical to developing a responsive Strategic Plan. The Strategic Plan also includes a detailed Public Awareness Program to address the on-going need for outreach during the Plan's implementation. Focus groups and interviews were held to listen to concerns and determine how to keep the public involved. Research on what has worked and not worked for other ITS programs nationwide helped provide a foundation for both the public awareness and operational strategies outlined in the Plan. These efforts, combined with a thorough inventory and assessment of the City's existing infrastructure, make the Strategic Plan a comprehensive transportation management tool. The release of the Strategic Plan this Fall will provide another opportunity for public comment. The Plan will be available through www.SF*go*.org.

GOING WITH THE COMMUNITY

Focus Groups & Opinion Leader Interviews Guide Strategic Plan Development

Community members, business owners, opinion leaders, and other stakeholders were recently called upon to share their insights and opinions on San Francisco's transportation situation and their vision for SF*go*. Through the focus groups and interviews, DPT also had the opportunity to explain elements of SF*go* and answer any questions. Comments provided by the participants are being incorporated into both the Strategic Plan and the Public Awareness Program. Participants helped put together SF*go*'s Needs Assessment (crucial in identifying gaps and problem areas) and had direct influence on the Vision, Mission, and Goals. Some of the key issues discussed are summarized in the next column:



Laying the Foundation for a Successful Strategic Plan

Guiding Principles and Operational Strategies serve as the foundation of the Strategic Plan and are necessary to the success of SF*go*. Guiding Principles dictate what the Strategic Plan must do. Operational Strategies direct implementation and operations.

SF*go* Guiding Principles:

- → work to meet the objectives of the Transportation Element of the City's Master Plan and to advance the "Transit First" Policy
- → address the fundamental need to upgrade San Francisco's deteriorating traffic signal system
- → build SF*go* on stakeholder consensus
- → adhere to Regional, State, and Federal guidelines and standards
- → use the program to meet the goals of the Municipal Transportation Agency
- → mainstream ITS
- → leverage opportunities with public and private partners

SF*go* Operational Strategies are organized under these Initiatives:

- → transit, bicycle and pedestrian enhancements
- → communication system infrastructure replacement
- → arterial and roadway network improvements
- → special event and incident management
- → emergency management
- → traveler information disseminate
- → operations and management

Multi-Modal Options. SF*go* should be environmentally conscious and benefit users of all modes of transportation (bicycling, walking, transit, etc.). The program should encourage people to use different modes of transportation by making them safer, more efficient, and easier to use.

Safety. Public safety is a key issue. This program must enact measures to reduce speeding and provide a safer pedestrian environment (e.g. wider sidewalks and appropriate time to cross a street).

Traffic Calming. (One element of safety) SF*go* should calm vehicular traffic by better managing the roadways throughout San Francisco and discouraging cars from turning off arterial routes and into residential neighborhoods.

One City. Recognize how transportation systems connect neighborhoods and balance the program benefits with trade-offs.

Citywide Connections. SF*go* should help reconnect neighborhoods throughout the City with traffic management and safety measures. At the same time, neighborhoods maintain their unique identity.

Partnering. Partners from other agencies or groups with similar goals must be involved in SF*go*. These interest groups bring added support for the program.

Access. SF*go* must consider access to local businesses for city residents and visitors alike, considering parking and transit access issues along arterial routes as well as in smaller neighborhoods.

Public Outreach. A range of outreach activities is required to educate and engage stakeholders. Effective communication tools suggested include: television features, newspaper articles, radio spots, Web sites, email alerts, newsletters, leaflets, community presentations and individual outreach.

Emergency Response. Partner with public safety agencies to promote safety and assist in emergency planning and response.

If you are interested in reading summaries of the focus groups and opinion leader interviews, as well as a list of participants, visit www.SF*go*.org.

SF*go* WORKING FOR YOU -

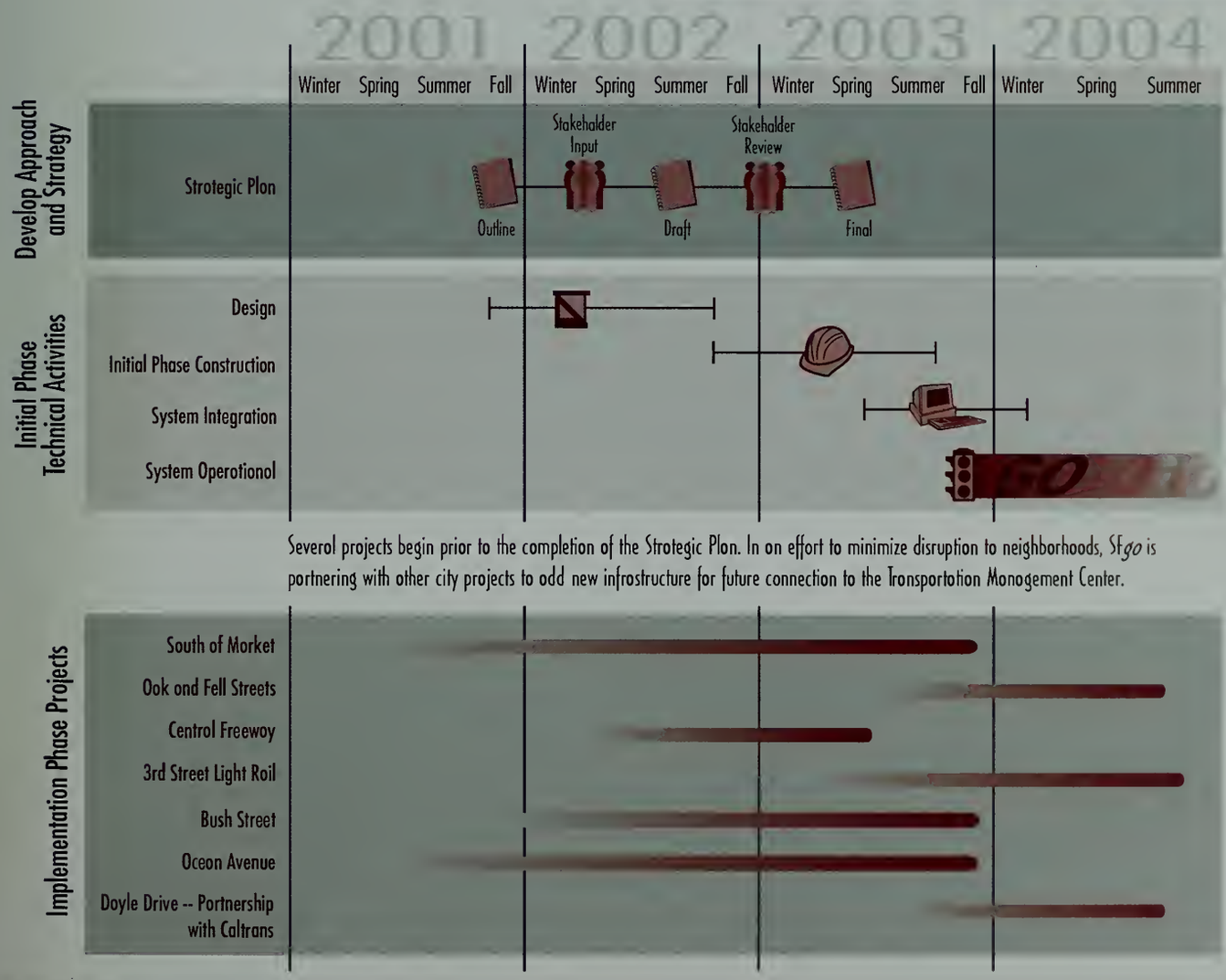
Signal Priority Benefits Muni and Emergency Vehicles

One way to make San Francisco's transportation system more efficient is to provide transit and emergency vehicles with signal priority at intersections.

In a city heavily dependent on mass transit, getting through traffic can be a real benefit to Muni. San Francisco's public transportation system is the 7th largest in the nation (based on ridership). The San Francisco Municipal Railway (Muni) has almost 700,000 boardings a day and manages a fleet of over 1,000 vehicles. Helping Muni move passengers quickly and safely through the City will help SF*go* advance the "Transit First" Policy. SF*go* can provide priority through signal controllers to transit at intersections helping them stay on schedule.

A similar capability can be provided to emergency vehicles such as fire trucks to preempt traffic signals. Lights will turn red or remain green as emergency vehicles approach them, helping to control traffic coming from opposite directions and making it faster, easier and safer for emergency personnel to navigate the City's streets. This technology contributes to quick emergency response. **SF*go* improves mobility and safety.**

Schedule & Timeline



Severol projects begin prior to the completion of the Strotegic Plon. In on effort to minimize disruption to neighborhoods, SF*go* is portnering with other city projects to odd new infrostructure for future connection to the Tronsportotion Monogement Center.

Congress Calls ITS Key to Managing Traffic

Congress considers ITS so important that in March 2002 the House of Representatives passed a resolution recognizing the benefits of ITS (H. Res. 369). The resolution promotes investment in Research and Development and seeks strong commitment to ITS projects in the reauthorization of the Transportation Equity Act for the 21st Century (TEA-3). The congressional ITS Caucus, officially launched March 2002, is a political advocate that will help ensure the continued support of ITS on Capital Hill. Ellen Tausher D-10th District is an ITS Caucas co-chair.

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Surfing SF*go*.org

DPT just launched the SF*go* Web site as a tool to communicate program information and updates. Visit the site for a program overview, descriptions of how SF*go* is to be implemented and its benefits. In addition, the site includes links to partner agencies, ITS resources and an online feedback form where comments or questions on the program are sent directly to those involved.

As SF*go* evolves, the Web site will become more interactive by including real-time traveler information and camera images for people checking on the condition of transit, bicyclist, or other travel routes. SF*go* is also working with the regional traveler information program 511. This program is a free service on your phone (and later this year, via the Internet, on a new traveler information Web site) that provides reports on regional road conditions, details on public transit routes, carpool referrals, and more. SF*go* will complement 511 by providing data specific to San Francisco's streets. **SF*go* is the intelligence you need to navigate San Francisco's streets.**

SF*go*
Technical
Advisory
Committee

SAN FRANCISCO MUNICIPAL RAILWAY

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

MT

Caltrans

511
Your Bay Area travel guide

CHP

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

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